### STOLE A PHILOSOPHER'S ROBE

DR. CHITTENDEN'S MAID WANTED TO MAKE A BOLERO OF IT.

The Doctor, a Brooklynite, Tells the Police of His Loss and Elby Olsen Is Found and Locked Up-But She Won't Tell What's Become of the Ph. D. Garment.

If Miss Elby Olsen has ever worked for you here is what you'd better do: Wherever you may happen to be you'd far, far better turn right around on your heel and in your tracks and make more tracks back to your home. When you get there you hustle right up to the attic, if you've got an attic, ( or to the janitor's storeroom, if you live in New York city, and open that old trunk you hid away there so many years ago. This done, you root around until right close to the bottom of the trunk you come to the place where you laid away your Ph.D. robe so tenderly among the mothballs in the year 18—, well, no matter about the year. And if you don't find it, why, then you take the day off and go over to Brooklyn and mingle your tears with those of J. Brace Chittenden, Ph.D., of 144

Montague street. Because Dr. Chittenden he had a Ph.D. robe himself in the happy, happy days before he hired Miss Elby Olsen and now he mourns its loss. But he did more than that. He had Miss Olsen laid by the heels and the charge laid at her door-it being a cell door at the time the charge was laid. Miss Elby did not kick the charge away from her door. In fact she admitted itat least so the police say-and it is a fact that she didn't deny it in the Adams street police court when arraigned there before Magistrate Tighe yesterday.

To be sure the chances are not very great that Miss Olsen has got your Ph.D. robe, because she hasn't been in this country so very long. She's only 19 anyhow and she says she came here from the city of Copenhagen about eleven weeks ago. All the same it would perhaps be just as well to make certain by following the procedure

outlined above.

It is possible that Miss Olsen's offence would not have been discovered for a long time if she hadn't made the mistake of staying out all night. Ph. D. robes are not as a rule worn so very frequently in these parts. Very few men wear them to their offices and they are not popular at church or on the golf links, while sailors unanimously hold that they are ill adapted to yachting. Hence it seems likely that if the suspicions of Dr. J. Brace Chittenden had not been aroused regarding the probity of Miss Olsen he might not have hustled up to his attic to rummage among the moth balls for a matter of several years

from now.
But when your pretty chambermaid,

But when your pretty chambermaid, who hasn't been working at your house for more than a few weeks, goes away from there early one evening and does not reappear until the following morning after breakfast you naturally begin to worry about your Ph. D. robe. Dr. J. Brace Chittenden did, at any rate. He also did that hike up to the attic and that rummage thing among the moth balls and, lo! his worst suspicions were confirmed. No Ph. D. robe!

But if Miss Elby Olsen made an error of judgment so also did Dr. Chittenden. His mistake consisted in bouncing Miss Olsen before he looked for that Ph. D. robe. Detectives Elwood and Woodle of the Adams street station were told of the loss of that Ph. D. robe. They are first class detectives, and so they first did the thing that any tip top sleuth would do. They wanted to know what was a Ph. D. robe. It was described to them. They were told that it was a garment of silk and velvet with a beautifully colored hood, which (the robe, not the hood) had flowed loosely about the figure of Or. J. Brace Chittenden, reaching almost to his heels.

The detectives did not go to the pawnshops, for from what they could learn about Ph. D. robes in general they formed the opinion that you can't get much on them with your uncle unless you have them in

opinion that you can't get much on them with your uncle unless you have them in bulk. But they succeeded in tracing Miss Olsen. And this they did because Miss Olsen committed another error of judgment. She had permitted herself to fall in love with a permitted herself to fall in love. ment. She had permitted herself to fall in-love with a Danish young man. This in itself was perhaps not so serious a mistake, but it was followed by another, which was committed when Miss Olsen, following her discharge from the household of Dr. v. Brace Chittenden, went to live at 123 East Thirteenth street. Possibly that address is not a dangerous one for the average person, but in Miss Olsen's case the Danish young man aforesaid lived just across the street from 123. And the detectives traced her by ranking and answering a simple quesher by asking and answering a simple question thus:

Q. Suppose a young woman who is in love with a young Danish man stays out all night and is fired by Dr. J. Brace Chittenden. Suppose that on leaving the house she steals Ph. D. robe belonging to said Dr. Chittenden. Suppose that Dr. Chittenden complains to the police. Suppose that Miss Olsen has disappeared. Where, then, may she be found? A. At 123 East Thirteenth street, Manhattan

And it was so. The detectives said that it stuck them to know what Miss Olsen wanted of a Ph. D. robe. It stuck them so completely that they made up their minds to ask her. In reply, they said, she told them that she intended to make a bolero out of it. This didn't help the sleuths much until Miss Olsen told them that a bolero was a sort of kind of jacket which was most becoming to her style of beauty. Bearing in mind the specifications they had received the detectives asked and wered a second question thus:

Q. Suppose a young woman in love with Danish young man stays out all night and is fired by Dr. J. Brace Chittenden. that on leaving the house she steals Dr. Chit-tenden's Ph. D. robe. Suppose that said Dr. Chittenden complains to the police. Suppose that Miss Olsen has disappeared. Suppose that she is found at 123 East Thirteenth street, Manhattan. Suppose that the said Chittenden's Ph. D. robe is not found at 123 East Thirteenth street, Manhattan Where, then, will it be found? A. Darned if we know.

And it was so. It is so yet, as a matter of fact, for Miss Olsen will give no informa-tion on the subject. Mr. Chittenden showed o in court to press his charge and ex-bited a photograph of himself in his Ph. D robe. It answered the description given to the detectives. It was a garment of silk and velvet with a beautifully colored hood which (the garment, not the hood) flowed loosely about the figure of Dr. J. Brace Chittenden, reaching almost to his heels Miss Olsen was held for further examina tion, for hope has not yet been abandoned that she will yet tell what she did with that Ph. D. robe. The detectives do not suspect the Danish young man. They say he doesn't

#### VICTORY FOR THE OSTEOPATHS. Appellate Division Sustains Recognition of the School.

The Appellate Division of the Supreme Court in Brooklyn has sustained the decoision of Justice Dickey recognizing esteopathy as a regular school of medicine
in the proceedings brought by Dr. Charles
F Bandel against the Board of Health.
Dr. Bandel a few months ago presented
a death certificate to the Health Department

but it was refused. He instituted proceedings to compel the Health Department to accept his certificate and to place his name on the register as a physician in good standing, and Justice Dickey issued a mandamust that effect. damus to that effect.

case may now be carried to the Court

Woman Who Killed John Mario Goes Free. Mrs. Teresa Felippe, the Italian who shot and killed John Mario at her home in East New York on May 30, believing him to have assaulted her six-year-old daughter, was discharged from custody yesterday by Judge Dike in the County Court, Brooklyn. The Grand Jury had failed to indict the woman. NEW BOOKS.

Continued from Seventh Page.

much importance to careless utterances of President Andrew D. White, for this gives a somewhat polemical tone to a historical demonstration.

In a very limited field Mrs. Mary Steven Beall has rendered a service to historical accuracy in "The Story of the Washington Coachee and of the Powel Coach" (The Neale Publishing Company). The former vehicle was exhibited at Mount Vernon for some years, and the latter has taken its place. The author with great diligence collected all the available information regarding both coaches and submitted it to Prof. J. F. Jameson, now of the Carnegie Institution, who decides that there is absolutely no credible evidence that either ever had any-

thing to do with George Washington.

There is no reason why a traveller hurrying through a remote land should not publish his impressions; the apologies of Mr. W. P. Cresson for his "Persia; the Awakening East" (J. B. Lippincott Company) should be for his grandiloquent title, which arouses false expectations, and not for his book. This is a readable account of a hasty trip along the eastern frontier of Persia, with stops at Teheran at the start and at Bagdad at the end, the journey continuing through the Persian Gulf. There is the usual summary of present political conditions, which might have importance if there were any indication that the author had time or opportunity to form an independent judgment.

A convenient little manual for flahermen has been compiled and illustrated by Mr. Louis Rhead in "The Book of Fish and Fishing" (Charles Scribner's Sons). The author begins by describing the fish from salmon, trout and bass down to ood and porgy; he then tells where they are to be found and when, and the manner in which they may be caught, winding up with directions for cooking the catch. The directions are clear and the pictures are good.

Considering that only this year have aeroplanes made successful flights, the effort of Mr. F. W. Lanchester to write a complete work on aerial flight seems somewhat premature, and the first thick volume on "Aerodynamics" (D. Van Nostrand Company) will undoubtedly have to be modified at once. Still it contains the mechanical principles on which most of the experimenters have built, and these will hardly change whatever may be the fate of individual machines.

No doubt there are sound educational reasons for the selection contained in English Poems," by Edward Chauncey Baldwin, Ph. D., and Harry G. Paul of the University of Illinois (American Book Company). In every anthology, however eocen tric, there is usually some criterion of taste, but we fail to detect any here. The poems included are unexceptionable, they provide the means of supplying notes, though they do not always show the special characteristics of the poet. These range from Chaucer to Tennyson.

The attractions of "Auction Bridge" are descanted upon by Vane Pennell (Brown, Langham and Company; J. B. Lippincott and Company). The author's enthusiasm leads him to give more attention to advocacy of the game than to clear exposition of the rules he would lay down.

It is astonishing that with the progress Canada has been making there should be an interval of twelve years between the first and the present edition of "Lovell's Gazetteer of the Dominion of Canada. edited by G. Mercer Adam (John Lovell and Sons, Montreal). The volume contains nearly 1,000 pages and includes 5,100 more names than the earlier edition. The notices under each name are usually too brief; on the Monday morning. As the members of the other hand great pains is taken to show by party would have spent at least \$10 each, what route one may reach each place. The on an average, Atlantic City would have book is a very great convenience, which would be much increased if more statistical information were provided and a few simple maps. The railroad system of Canada is surely not so complex that the many pages | City men for any movement to secure a more of directions should be needed. If only the title were true, what an enter-

taining book Mr. 'Henry Clews's "Fifty Years in Wall Street" (Irving Publishing Company, New York) would be. Unfortunately it is only a composite that might be more properly entitled "The Complete Works of H. Clews." We have here the text of the "Twenty-eight Years in Wall Street," apparently unaltered. The present tense applied to men who have been dead for a generation is rather uncanny. There are notes of later events, and a very few pages relating to the newer men. The main additions, however, that bring the volume up to nearly 1,100 pages, are of the various addresses and magazine articles on miscellaneous subjects by Mr. Clews. It would have been well worth while to employ a competent editor to put Mr. Clews's material nto proper shape.

#### Books Received.

"The Witchcraft Delusion in Colonial Connecti-cut." John M. Taylor. (The Grafton Press, New York.) 'Sydney Carrington's Contumacy." X. Lawson (Fr. Pustet and Company, New York.)
"The Gospel of Greed." Charles H. McDermott (The Chapple Publishing Company, Boston.) "Social Psychology." Edward Alsworth Ross (Macmillans.)
"Quivira." Harrison Conrard. (Richard G

Badger, Boston.)
"A Passing Voice." (Richard G. Badger.)

"The Rimas of Gustavo A. Becquer." Translated by Jules Renard. (Richard G. Badger.)
"Electric Power and Traction." F. H. Davies. (D. Van Nostrand Company.) "Psychical Research and the Resurrection."

James H. Hyslop, Ph. D., LL. D. (Small, Maynard and Company, Boston.)

"Index to the Fragments of Greek Elegiac and lambic Poets." Mary Corwin Lane. (Cornell Uni-versity; Longmans, Green and Company.) "Sir Richard Escombe." Max Pemberton.

(Harpers.)
"The Shoulders of Atlas." Mary E. Wilkins-Freeman. (Harpers.) "Adventures of Pirates and Sea Rovers." (Har pers.) "Russia's Message." William English Walling.

(Doubleday, Page and Company.)
"Care of Automobiles." Burt J. Paris. (Double day, Page and Company.)
"Practical Citizenship." The Rev. Adolph Roeder (Isnac H. Blanchard Company, New York.)

"Quicksteps Through Scandinavia." Bayne. (Harpers.) "Long Life and How to Attain It." Pearce Kintzing, M. D. (Funk and Wagnalis Company.) "That Man From Wall Street." Ruth Everett. (George Thiell Long, New York.)

"In the Woods and On the Shore." Richard D. Ware. (L. C. Page and Company, Boston.) "The House in the Water." Charles G. D. Roberts (L. C. Page and Company.)

"Views and Reviews." Henry James. (The Ball Publishing Company, Boston.)
"The Immortality of the Soul." Sir Oliver Lodge (The Ball Publishing Company.)
"Danton and the French Pevolution." Charles . Warwick. (George W. Jacobs Company, Phila

"The Woman Pays." Frederic P. Ladd. (Mitchell Kenneriey, New York.)
"De Namin' ob de Twins." Mary Fairfax Childs. (B. W. Dodge and Company, New York.)
"Cardinal Newman." Charles Sarolea. (Imported by Charles Scribner's Sons.)

Mary Baker G. Eddy." Arthur Brisbane. (The Bail Publishing Company.)
"The Church of the Fathers." John Henry,
Cardinal Newman. (Longmans, Green and Com-

"University Teaching." John Henry, Cardina Newman. (Longmans, Green and Company.)
"Motor Days in England." John M. Dillon. (G.P. Putnam's Sons. Insomnia and Nerve Strain." Henry S. Upson,

M. D. (G. P. Putnam's Sons.)



AUTOMOBILES.

### AMONG THE AUTOMOBILISTS

JERSEY LAW KEEPS TOURISTS OUT OF STATE.

Hotel Men Expected to Help Motorists and Tradesmen in Their Campaign to Secure Passage of More Reasonable Motor Vehicle Measure Next Winter.

New Jersey automobilists and tradesmen will undoubtedly have the active support of the hotel men of the State in their campaign o secure the passage of a more reasonable motor vehicle law during the next session of their State Legislature. Reports from the Mosquito State show that automobilists are staying away from there, as was predicted when the present measure was adopted last winter. The law had been very generally criticised last year, when many non-resident motorists refused to enter the State, but the law is now much more oppressive than it was before it was amended during the last session of the Legislature.

The action of Chairman Hower of the A. A.

A. touring board in leaving New Jersey out of the route for the 1908 Glidden tour on account of the unjust and oppressive motor vehicle law proved a sad disappointment for the local authorities and motorists of Atlantic City, in addition to the grief of the hotel men. The members of the Atlantic City Automobile Club had been planning some novel entertainments for the party of Glidden tourists, but they were not disappointed as badly as the hotel men, as the latter will thus be deprived of the patronage of between four and five hundred persons. It was originally planned by Chairman Hower to have the tourists reach Atlantic City on Saturday afternoon and remain there until and \$5,000 if the tourists were scheduled to go there. This one particular exposition of the effect of the State motor vehicle lay will undoubtedly enlist the aid of the Atlantic reasonable law governing the use of auto-

The members of the Automobile Club of Hartford are to hold an orphans' day cele-bration to-day for the children of the Hartford Orphan Asylum and Kindergarten for the Blind. It is expected that fifty cars will be used to carry the children, who will be driven to some nearby park for a picnic. The balance remaining in the club's treasury after the recent endurance run will be spent in entertaining the youngsters.

Robert B. Caverly, president of the Automobile Club of Washington, who will be one of the delegates from his club at the good roads and legislative convention to be held in Buffalo on July 6, 7 and 8, will address the meeting in favor of a project to construct a Lincoln memorial boulevard from Washington to Gettysburg. An effort was made to get Congress to authorize such a project s few years ago, but the effort failed. As next few years ago, but the effort failed. As next year will be the centennial of Lincoln's birth, it is suggested that the proposed boulevard would be an appropriate tribute to his memory. If the boulevard is laid out according to the original plans it will be one of the finest stretches of highway in the world so far as scenery is concerned. The distance is 77 miles and the proposed width of the roadway is 160 feet, the idea being to call the boulevard the Lincoln Way and pattern it somewhat after the Appian Way.

Henry C. Rew of Buffalo, who has been touring through Italy with a party of friends in his Packard, has written to friends in this country that the Italian highways are good ones but were very dusty when he was travelling over them.

Alfred Wilmarth, Russell A. Field and F. (). Webb have been appointed delegates to the good roads and legislative convention at Buffalo next month to represent the Long Island Automobile Club of Brooklyn.

Automobilists of Montclair, N. J., are to turn out to-day with their cars on a series of trips through the town for the purpose of raising funds to provide a gymnasium for one of the local churches. The cars will be used to carry paying passengers on a miniature trip around the world, making visits to the various countries during a journey of five miles through Montclair. Residents of Montclair will decorate their houses for the occasion and five of the principal estates will be fixed up to represent Spain, Japan, Egypt, Turkey and China.

The Madrid station will be located at the residence of Mrs. F. H. Halloway, Mrs. W. G. Frost's residence will be Yokohama, the Cairo station will be at the house of Mrs. C. H. Johnson, Sw. Constantinople will be located at Mrs. Albert French's residence and the Chinese station will be at Mrs. W. B. Diokson's. Flag stations will be located at the homes of Gen. Ballington Booth, Dr. Bradford, George J. Carr, C. F. Droste, F. T. Gates, R. C. Kerr, Dr. L. C. Love, Dr. W. C. Noble, Warren Pond, Lieut, Welsh, Joseph Van Vleck, E. H. Wells, Charles C. West, Solomon Wright, and at the Children's Home.

The route to be followed by the cars will be from the First Congregational Church on South Fullerton avenue north to Claremont avenue, thence west to Park street, north to Watchung avenue, west to Upper Mountain avenue, south to Lilewelyn road, east to Harrison avenue, north to Gates avenue, east to South Fullerton and north to Grant Central station. Automobilists of Montclair, N. J., are to

One of the most ambitious track meets of the year is planned for Wednesday, July 15, for the Hamilne track at St. Paul under the auspices of the Automobile Club of St. Paul and the Shriners Imperial Council. H. S. Johnson, secretary of the St. Paul club, has been appointed chairman of the contest committee for the races and he has made arrangements with Fred J. Wagner, the well known starter, to become the New York representative for the contest committee and act as starter and clerk of the course for the races. Arrangements have already been made with Harry Levey to send the 120 horse-power Hotchkiss racer out there and it had been expected that the Flat Cyclone would also be sent for the one mile track record. Other drivers and cars that will compete include Herbert Lytle and his Briarcilli trophy Apperson, C. M. Hamilton's Isotta-

## **UP-TO-DATE**

■ THE LOZIER MOTOR CAR was the first American automobile equipped with 36-inch Wheels-Hesse-Bright Bearings -Magneto and Double Ignition System-Multiple Disc Clutch-Four Speed Selective Type Transmission-Nickel Steel Axles -Long Wheel Base and Seven Passenger Body.

No other maker has been so quick to originate or adopt features such as the above, and which have proven by their almost general later adoption by others to be correct and necessary. THE 1908 LOZIER MOTOR CAR HAS AN ALL BALL-

BEARING MOTOR AND A UNIQUE POWERFUL SHAFT Does not our past record for foresight in motor car construction

warrant that a prediction from us will prove true, when we say that a purchaser will make a mistake who buys a CHAIN-DRIVE CAR WITH PLAIN BEARING MOTOR if he purposes procuring a car that will remain UP-TO-DATE?

**© IMMEDIATE DELIVERY IN ALL 1908 MODELS** 

THE LOZIER MOTOR COMPANY ( 55th Street and Broadway, N.Y.

Fraschini that Al Poole drove in the Briarcliff race. Walter C. Allen's Briarcliff Allen-Kingston to be driven by A. C. Campbell; Barney Oldfield with a Stearns and Walter Christie's front wheel direct drive racing car, to be driven by E. B. Blakely.

In addition to the trophies for each of the events there is to be a cash prize for each race with the exception of a club championship race. The six events are as follows: First, five miles, stock chasses of 60 horse-power and under; prizes, a silver cup and \$100. Second, one mile, flying start, one mile track record; silver cup and \$200. Third, Twin City championship, five miles, for fully equipped stock cars, Minneapolis and St. Paul club to each nominate one car; the Twin City championship cup to go to winning club and gold watch fob to winning driver. Fourth, five mile match for professional drivers and racing cars, flying start, best two out of three five mile heats, with not more than two cars in a heat; silver cup and \$150 to winner. Fifth, ten mile handicap, handicaps to be arranged by F. J. Wagner subject to approval of race committee; silver cup and \$100. Sixth, twenty-five miles, stock chasses of 60 horse-power and under; silver cup and \$150 to winner and silver cup for second place.

Declarations of intentions to enter run-abouts for the Hower trophy contest which is to be run in connection with the tour for the Glidden trophy, indicate there will be more is to be run in connection with the tour for the Glidden trophy, indicate there will be more than twice as many competitors for this runabout prize next month as there were last summer. The Hower trophy will be competed for under the same rules as the Glidden trophy, with a point system of scoring and each runabout must carry an observer, the same as the touring cars. The runabouts will be divided into two classes, cars valued at less than \$1,500 and cars valued at more than that. The latter will form Class A and the former Class B. When the day's schedule is less than 7½ hours, Class B will be allowed ten minutes more time than Class A. When the day's schedule allows more than 7½ hours, Class B runabouts will be allowed 15 minutes more.

In the event of a tie between the runabouts at the end of the regular tour there will be no lengthy run required to settle it. The conditions for running off the tie are such that one extra day is pretty certain to decide which is the winner. The Hower trophy this year marks a departure, and one which is being generally commended. Instead of being a cup the trophy is a handsome silver shield with convex surface that stands in relief against a rosewood board. The shield is a heavy one, of pure silver, handsomely chased and engraved, with a runabout containing two men shown in the lower part against a background of fields, while in the taining two men shown in the lower part against a background of fields, while in the

upper part is the inscription: HOWER TROPHY Fifth Annual Reliability Touring Contest of the
American Automobile Association
Buffalo—Boston—Saratoga
Presented by
FRANK B. HOWER.

Polar Star Wins Manchester Cup. Special Cable Despatch to THE SUN. LONDON, June 12. - The race for the Man London, June 12.—The race for the Manchester cup, handicap, 3,000 sovereigns, for three-year-olds, one mile and a haif, was run at Manchester to-day and was won by W. Hall Walker's Polar Star. William Clark's All Black was second. A. E. Bowen's King's Courtship was third. The betting was 100 to 6 against Polar Star, 4 to 1 against All Black and 25 to 1 against King's Courtship. Thirteen horses ran.

French Government Supports Olympic Team.

According to a Paris exchange the French Government has voted the sum of 50,000 france to defray the expenses of the French com-petitors to the Clympic games. In all proba-bility the French team will be the largest, as it is the intention of the French Federation of Clubs to send 500 men. a big percentage of which will be devoted to the track and field sports. The Frenchmen will have con-testants in nearly every branch of sport.

Easy Work for Columbia Garamen. POUDREEPSIE, N. Y. June 12.—There was little doing with the Columbia carsmen to-day other than two practice rows. The morning practice consisted of easy rowing. In the afternoon all three crews were taken out, and Capt. Von Saltza rowed in the second varsity eight. Rice did constant coaching from the launch.

AUTO OVERSTOCK; MUST UNLOAD

AUTOMOBILES

lishment.
250 of THE FINEST Cars
ever offered AT BUYERS' own p ever offered AT BUYERS' own price!

1907 Stevens (six cylinders); Loziers, PierceArrows, from \$1,100; Panhard "35" Limousine;
Pope-Hartfords, Pope-Toledos, Buleks, Thomas
"40's" and "50's"; Cleveland Speedster, Rainiers,
Royals, Hotehkiss, Mercedes, Franklin "D," Peerless, \$650, \$1,500 to \$2,500; Flats, Cadillacs, Maxwells, Locomobiles, Oldsmobiles; Bargains!
Chance to pick "a GOOD one" cheap,
200 other unusual opportunities. Demonstrations cheerfully given.

AUTO BODIES GALORE LATEST styles in Runabouts, Tourabouts, Landaulettes, Limousines.

BROADWAY MAMMOTH AUTOMOBILE
EXCHANGE.
239 to 245 West 56th. near Broadway.

AUTO TIRE PRICES SLAUGHTERED Not dried up seconds, but PRESH, 1903 stock; made by RELIABLE MANUFACTURERS. Com-piete lists and Automobile Supplies Catalogue mailed FREE!



E. J. WILLIS CO., 8 PARK PLACE, METAL POLISH Indispensable in Every Household, 3 oz.

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Hoffman. 1 Park Row, N. Y. City.

MANY NEW MOTOR BOATS Finished and Delivered to Their Owners This Week.

The new 68 foot twin screw cruising motor boat Idalis, designed and built by the Gas Engine and Power Company at Morris Heights for W. M. Ghesebrough, has been delivered to her owner. The yacht left Morris Heights for Northport, L. I., on Tuesday.

The same company has also made deliveries of the following new boats within the

The 57 foot cruising motor boat Dida, built for M. B. Farrin, Cincinnati. The yacht left Morris Heights yesterday for Detroit, via the Hudson River and canals. A six cylinder Speedway engine is installed.

The 45 foot open teakwood motor boat Ketchikan II. was delivered to her owner, Edward Kemp, yesterday. She left for Huntington, I. I., where the owner has a country place. The speed of this boat is 21 miles an hour.

last day or two:

place. The speed of this boat is 21 miles an hour.

The new 55 foot twin screw speed motor boat for L. L. Biddle, Bryn Mawr, Pa., will be delivered to her owner in a few days. This boat has a speed of over 33 miles an hour, although only 31 miles was guaranteed.

The new 50 foot mahogany launch Bantam II., George D. Pratt, was launched yesterday. She is arranged with small hunting cabin. The machinery consists of a six cylinder Speedway engine. The speed guaranteed is 23 miles an hour and the boat will be delivered in a few days.

The 45 foot open Speedway motor boat Tequila, David Dows, left for New Haven on Saturday last.

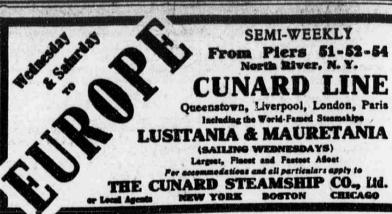
The 33 foot open Speedway motor boat F. T. Metcalf left for Holyoke, Mass., on June 9. She will be used on the Connecticut River.

The 38 foot auxiliary working sloop built

June 9. She will be used on the Connecticut River.

The 38 foot auxiliary working sloop built for Senator W. A. Clark was shipped by Ward Line yesterday to Vera Cruz, Mexico.

The 32 foot shallow draught cabin motor boat Pelican, built for Archdeacon Hudson Stuck of the Domestic and Foreign Missions of the Protestant Episcopal Church, was shipped by rall to Seattle a few days ago. From there it will be shipped by steamer to St. Michael and from there by rail to Skagway, after which it will be run some 1,500 miles up the Yukon River in connection with missionary work. The Pelican is fitted with the latest design four cylinder, four cycle Speedway motor, with make and break ignition, and equipped with Bosch low tension magneto.



Leaving Desbrosses St. at 1:45 P. M.; West 42d St. 2 P. M.: West 120th St. 2:20 P. M.; daily, except Sunday, or Highland Falls, West Point (returning by boat or rail). Cornwall, Newburgh, New Hamburgh, Milton, Poughkeepsie, Rondout and Kingston. Orchestra on board.

# AVIGATION (

PEOPLES
LINE

Steamers C. W. Morse C.
Adirondack leave Pier 3.
N. R., foot of Canal St.
P. M., and West 129th S.
6.30 P. M. daily. Sundays in cluded. Orchestra. Grill service CITIZENS
LINE
How York—Troy
Round Trip \$2.50

Steamers Onteors or Greenport leave Plet 48, N. R., foot of West 10th St., at 5 P. M. daily, except Saturday. Sunday Steamer touches at Albany. LINE New York—Troy Round Trip \$2.50

Direct connection with express trains at Albany or Troy for all points. Club Breakfasts. Summer book free. Water Between NEW YORK and BOSTON

### Via Long Island Sound and the Atlantic Ocean Metropolitan Line Express Triple-Screw Turbine Steel Steamships YALE AND HARVARD

Finest Water Trip in the World.

Fast and Luxurious Steamships. All attributes for safety, comfort and convenience. Leave N. Y. weekdays and Sundays, Pier 45, N. R., foot West 10th Street, 5 P. M. Leave Boston same hour. Due either city 8 o'clock following morning.

Tickets and reservations at Pier 45, N. R., and at principal Ticket, Tourist and N. Y. Transfer Co. offices in Greater N. Y.

Express Service for Passengers.

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BOSTON AND POINTS IN NEW ENGLAND.

FALL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. R., foot Warren St., week days and Sundays at 5:30 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each. PROVIDENCE LINE, for Providence, Boston and East. Leave Pier 18, North River, foot of Murray St., week days only, 6:00 P. M. Steamers PROVIDENCE and PLYMOUTH. Orchestras. NORWICH LINE, for New London and East, Leve Pier 40, NR., ft. Clarkson St., week days only, 5 P. M.: Pier 70, E. R., ft. E. 22d St., 6:30 P. M. Strs. CITY OF LOWELL and CHESTER W. CHAPIN. NEW HAVEN LINE, for New Haven, Hartford and North. Leave Pier 28, East River, week days only, 2:45 P. M.: Sundays 9:30 A. M.: foot East 22d St., week days, 3:00 P. M., Sundays, 10:00 A. M. Steamer RICHARD PECK.

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